Initial Environmental Examination

June, 2014

VIE: UPGRAGDING NHON THO - NHON KHANH ROAD SUBPROJECT, BINH DINH PROVINCE

Prepared by Central Project Management Unit – Agriculture Project Management Board - Ministry of Agriculture & Rural Development for the Asian Development Bank

CURRENCY EQUIVALENTS

(as of 10 June 2014)

Currency unit	–	Vietnamese Dong (VND)
VND 1.00	=	$0.0000475
$1.00	=	VND 21,036

ABBREVIATIONS

ADB	Asian Development Bank
AP	Affected persons
CEP	Commitment on Environmental Protection
CPC	Communal People's committee
CPMU	Central Project Management Unit
DARD	Department of Agriculture and Rural Development
DONRE	Department of Natural Resources and Environment
DPC	District People's Committee
EIAR	Environmental Impact Assessment Report
EMDF	Ethnic Minority Development Framework
EMP	Environmental Management Plan
DARD	Department of Agriculture and Rural Development
FPD	Forest Protection Department
IEE	Initial Environmental Examination
IPM	Integrated Pest Management
IRDPCP	Integrated Rural Development Project in Central Provinces
LIC	Loan Implementation Consultant
MONRE	Ministry of Natural Resources and Environment
PC	People's Committee
PPC	Provincial Peoples Committee
PPMU	Provincial Project Management Unit
RF	Resettlement Framework
SIR	Subproject Investment Report
TPC	Town People's Committee
UXO	Unexploded Ordnance

WEIGHTS AND MEASURES

km	–	kilometer
kg	–	kilogram
ha	–	hectare
m	–	meter

NOTE

In this report, "$" refers to US dollars.

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1. INTRODUCTION

1. Loan 2357(SF) for the Integrated Rural Development Sector Project in the Central Provinces (IRDSPCP) was approved by ADB on 15 October 2007. The total cost of the Project was estimated at $168.2 million and is jointly financed by ADB and Agence Francaise de Developpement (AFD). The IRDSPCP focuses on upgrading and rehabilitating rural infrastructure (rural roads and irrigation systems, flood control, markets and other key infrastructure). To date, 129 subprojects have either been completed or are nearing completion. Review missions had determined that the quality of construction of subprojects was good. The executing agency (EA) has developed the expertise needed to effectively implement the project and significant benefits are already accruing.

2. At the request of the Government, the potential for additional financing was investigated during the Mid-Term Review in 2011 and two review missions in 2012. About 39 new subprojects were found eligible for consideration in the additional financing. The amount of $70 million has been recommended and included in the country program for ADB Board consideration in 2013. The IRDSPCP – Additional Financing (the Project) aims to rehabilitate and upgrade deteriorated critical productive rural infrastructure in support of the Government of Viet Nam's new National Target Program for Rural Development (NRD).

3. In consultation with the relevant provincial government and field investigation by the CPMU, a total of 23-24 eligible subprojects were initially identified based on 7 screening criteria which are focused on social economic development, safeguards, integrated development model, feasibility and sustainability. The types of subprojects are as follows:

   (i) Small & medium-sized dam and reservoir improvements e.g., spillways, head-works, reservoir walls, and leakage control;

   (ii) Rehabilitation of primary and secondary irrigation canals and river bank stabilization. Wherever possible key strategic investments such as the lining of critical lengths of canal or the reinforcing of existing water control structures will be chosen; and

   (iii) Rehabilitation of commune to district, and inter-commune roads to improve linkages between higher level alignments (provincial and national routes) and lower level commune to village and inter-village roads. In addressing key issues of sustainability, designs will take into account the increased intensity and frequency of climatic hazards anticipated to result from global climate change, the local geology and terrain, potential change in utilization patterns (type and volume of traffic), and the longer-term availability of recurrent expenditure for operations and maintenance (O&M).

4. As part of the IRDPC, UPGRADING NHON THO - NHON KHANH ROAD subproject will be implemented at Nhon Tho, Nhon Loc and Nhon Khanh communes, An Nhon town, Binh Dinh province.

5. This Initial Environmental Examination/Commitment on Environmental Protection (IEE/CEP) document has been prepared to meet the environmental safeguards requirements of the ADB[1] and GOV[2]. The IEE/CEP contains the following information:

[1] ADB Safeguard Policy Statement (2009)

[2] Law on Environment Protection (Revised) 2006; Decree 29/2011/ND-CP and Circular 26/2011/TT-BTNMT

(i) Section II contains a description of the subproject;

(ii) Section III contains a description of environmental conditions in the vicinity of the subproject;

(iii) Section IV contains a describes potential environmental impacts of the subproject;

(iv) Section V contains the environmental management plan including mitigation measures, monitoring system and cost estimation for Environmental Monitoring System (EMS) implementation;

(v) Section VI contains activities description on community consultation and subproject disclosure;

(vi) Section VII contains conclusion and recommendation including summarization of main impacts and typical mitigation measures in the subproject's implementation.

2. PROJECT DESCRIPTION

Table 1. General information of subproject

DATA ITEM	SUBPROJECT DATA
GENERAL INFORMATION	
Subproject Name	Upgrading Nhon Tho - Nhon Loc - Nhon Khanh road
Subproject Type	Improvement and upgrading
Executing Agency	People's Committee of Binh Dinh Province
Sub-project owner	Department of Agriculture and Rural Development, Binh Dinh Province
Sub-project Management Unit	PPMU of IRDPCP, Binh Dinh Province
Address of PPMU's office	301 Bach Dang road, Quy Nhon City, Binh Dinh province
Name and Title of Head of Project owner	Le Xuan Son Title : Director
Telephone, fax and email details of Project owner	Tel : 056.3894274; FAX : 056.3894274
Name of Environmental Officer of PPMU	Le Dinh Tan
Telephone, fax and email details of PPMU Environmental Officer	0982 006 940, ledinhtan1959@gmail.com
SUBPROJECT DESCRIPTION	
New project or rehabilitation project	Improvement and upgrading project
Grade of traffic road (*Technical Standard)*	Road at grade VI in plain area (following Standard TCVN 4054-2005)
Designed velocity (km/h)	30Km/h
Length and width of road (km)	Upgrading of road with a length of 5.964 km; Width: B road-bed = 6.5m; B road-surface = 3.5m
Road surface *(paving asphalt, concrete, soil, etc.)*	concrete

DATA ITEM	SUBPROJECT DATA
Number and length of bridge	New construction of a concrete bridge: Truong Cuu Bridge - Slab bridge, length =165 m; steel reinforced concrete
Number and dimension of culvert	Round culvert with a diameter of 30-100cm: 08 pcs; box culvert with a dimension of 50 -100cm: 11 pcs. Culverts are steel reinforced concrete;
Length of flooding drainage works	643 m
Width of land clearance area:	Width of existing road varies in 5 – 5.5m range while the width of designed road is 6.5 m. Thus, width of clearance area is approximately 0.5 – 1.0 m along the route;
Number of other road cutting the subproject road	5 other road ; The beginning section of the route is connected to the road no.19; the end of the road is connected to the road no.635B; the rest one cut residential roads;
Number of flows running through road - River - Lake - Other flows	 Kon River Not any Canal N4-A (primary canal of Nui Mot Reservoir's canal system)
Number of hills and mountainous running roads - Hills - Mountains	 Not any Not any
CONSTRUCTION ACTIVITIES[3]	
Commencement date (month/year)	Jan. 2015 (as expected)
Completion date (month/year)	Dec. 2016 (as expected)
Number of workers	About 200 persons
Necessary camps (Yes/No)	Yes, 01 main camp at the proposed bridge and 02-03 camps along the proposed road
Construction in rainy season (Yes/No)	No
Asphalt/concrete mixing plant	02 concrete mixing plants
Location and area of borrow area or description of material source	- For the beginning of the road section, filled soil will be taken from Cha Ray borrow pit located at a distance of 6km from the subproject site. - For the end of the road section, filled soil will be taken from Hoa Son Hill located 12km from the subproject site. - Stone will be taken from Nhon Hoa district. It is far from the subproject area about 6.5 Km. - Other material such as steel, cement will be taken from

[3] Source: Basic Design Explanation of Upgrading Nhon Tho – Nhon Khanh Road Subproject

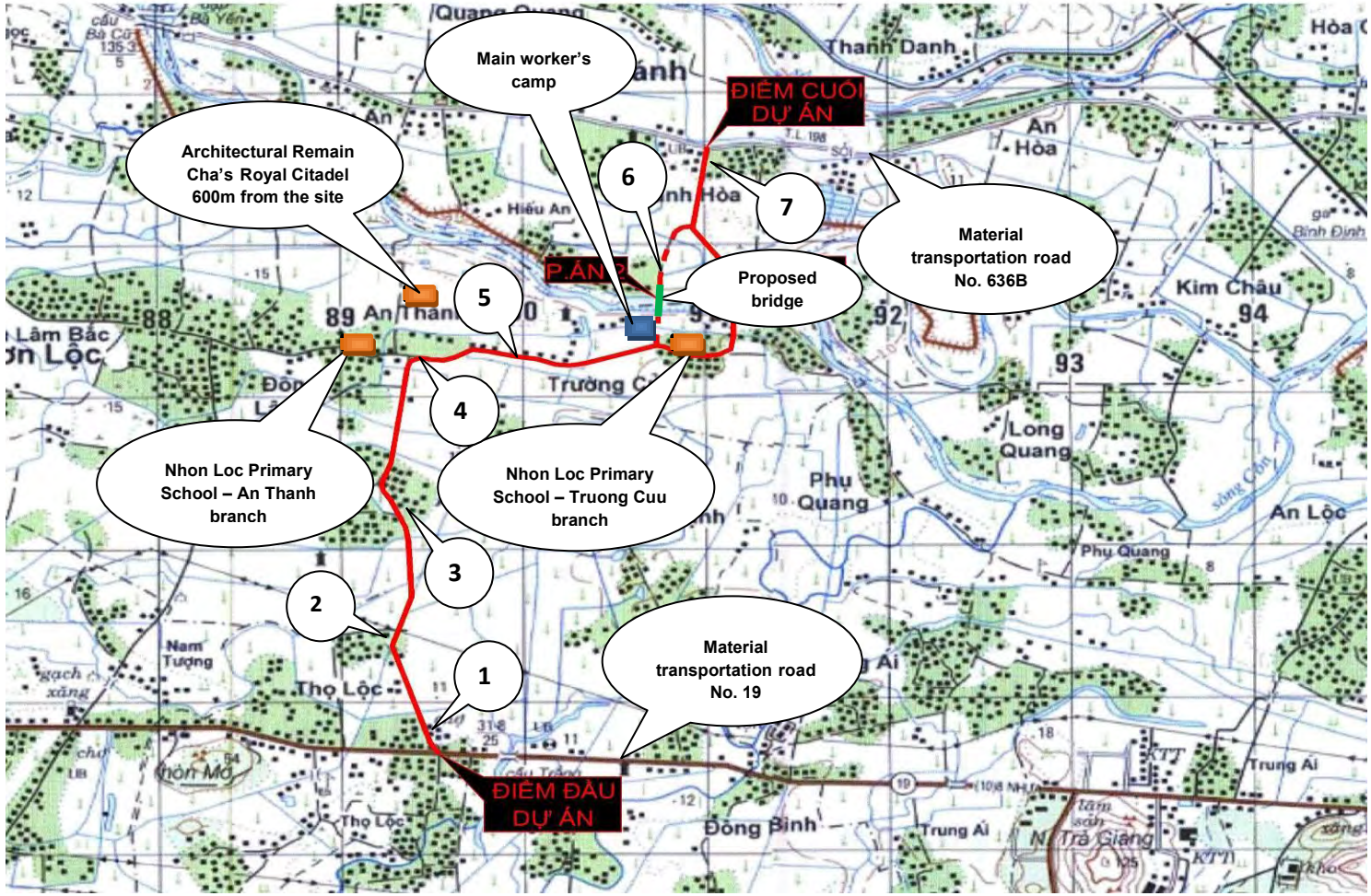
DATA ITEM	SUBPROJECT DATA
	Town centre of An Nhon located 6km from the beginning of the route and 13 km from the end of the route. - Other material will be taken from Quy Nhon city. - Concrete pipes will be taken from Thuan Duc factory located at a distance of 6.5 km from the beginning of the route.
Method on management and balance of excavated soil/surplus soil	The route is upgraded based on the existing one, therefore, the quantity of excavated soil along the route will not great if compared with the compactness soil which is used for upgrading; Surplus soil is transported to the regulated landfill of An Nhon in An Nhon town; Cutting soil: 6,375 m3; Filling soil: 28,678 m3; Spoiled soil: 6216 m3; Debris: 113 m3.
Type and approximate quantity of raw construction materials	Concrete, estimated volume: 7408 m^3; Steel formwork: 4126 m^2
Quantity of solid waste generated from construction (calculated monthly following m^3) - Soil, sand, debris, etc - Domestic waste	Estimated soil, sand, debris volume: 263.7 m3/month Domestic waste: 1kg/person/day, in total: 1500kg/month
Number and conditions construction vehicles and equipment	04 bulldozers; 04 excavators; 05 rolling machines; 22 tip trucks, 03 concrete mixing machines. All vehicles and machines are in good conditions and have registration of periodical verification
OPERATION AND MAINTENANCE ACTIVITIES[4]	
Allowed velocity	30 Km/h (in limited conditions)
Expected trafic volumes in 12h	Car: 25; Bus: 06; Small truck: 30; Medium truck: 15; Motorbike: 700; Bike: 450
Expected load	10 tons
Expected ratio of vehicles increased	Increased by 4-12% after the subproject is at construction stage.
Descriptions of periodical maintenance activities	**Annual maintenance:** Regularly, monthly and annually check the road condition; cut off branches of trees and grass to keep the roadsides clear; dredge sludge of ditches and culverts of the road; fix any broken sign roads and posts; clean the surface road; implement storm and flood guard in rainy season; record and update data related to the bridge and road and storm and food in the subproject area. Fund for these activities will be provided from the budget of the town and the local

[4] Source: SIR of Upgrading Nhon Tho-Nhon Khanh Road

DATA ITEM	SUBPROJECT DATA	
	government. Annual average cost for Operation and Maintenance Activities estimated 405,501,759 VND **Periodic maintenance:** Periodic maintenance is conducted every five years for roads. Estimated cost for periodic maintenance is 30% of the total cost including repairing some damaged works such as foundation and surface. Detailed activities will be based on the Economic-Technical Report according to the government's regulations on investment management.	
RESETTLEMENT AND LAND ACQUISITION [5]		
Affected households	272 households of which 74 households are policy families, the handicapped, single/female families	
Number of severely affected APs	There is no production land loss of >10% for any household.	
Number of APs that must relocate	No house/shop shall be relocated or rebuilt at new place.	
Total land area to be acquired (ha)	Temporary= 0 m2	Permanent = 18,613 m2
Agricultural land area to be acquired (ha)	Temporary= 0 m2	Permanent = 15,776 m2
Forestry land area to be acquired (ha)	Temporary= 0 m2	Permanent = 0 m2
Aquacultural land to be acquired (ha)	Temporary= 0 m2	Permanent = 0 m2
Residential land to be acquired(ha)	Temporary= 0 m2	Permanent = 0 m2
Garden land to be acquired (ha)	Temporary= 0 m2	Permanent = 2,837 m2
Other land to be acquired (ha)	Temporary= 0 m2	Permanent = 1,052 m2
Affected assets	None	Permanent = 497 m2 of steel fence; 05 architectural items
SUBPROJECT COST		
Total subproject cost (VND and $USD)	84,065,393,000 VND/ 3,996,263 USD	

[5] This data is obtained from SIR of Upgrading Nhon Tho-Nhon Khanh Road and will be updated in accordance with Resettlement Plan

Figure 1: Map of Subproject and Surrounding Area



1-2 Air quality observation locations in high density population area of Tho Loc hamlet

3-4 Air quality observation locations in high density population area of An Thanh hamlet

5 Air quality observation location in high density population area of Truong Cuu hamlet

6 Water quality observation location Kon River - Truong Cuu hamlet

7 Air quality observation location in high density population area of Khanh Hoa hamlet

3. DESCRIPTION OF EXISTING ENVIRONMENT

Table 2. Environmental baseline

DATA ITEM	SUBPROJECT DATA
PROJECT LOCATION	
Commune(s):	Nhon Tho, Nhon Loc and Nhon Khanh
District:	An Nhon
Province:	Binh Dinh
Geographic location:	$13^0$39'10" - $14^0$42'10" N; $108^0$54'00" - $108^0$55'4" E
PHYSICAL ENVIRONMENT CONDITIONS	
Air quality, noise and vibration	Air quality & noise: Major activities in the subproject area are agricultural production activities There are no industrial parks and factories, thus the air is not polluted. The results of air quality analysis in 2013 from Binh Dinh Center for Environmental and Natural Resources show that SO2, CO, NO2, noise are bellow Vietnamese Standard (QCVN 05:2009 and QCVN 26: 2010).
Climate and natural disasters	The rainy season lasts from September to December with the rainfall which makes up 80% of the total rainfall in a year. And the dry season lasts from January to August with little rain and much sunshine and the rainfall only makes up 20% of the total rainfall in a year. Average rainfall reaches about 1,751mm in many years and the average temperature is 27^0C[6]. There are storms in the rainy season; There was a big flood in the subproject area in November 2013. it damaged houses, infrastructure such as roads, bridges, culverts, canals, clinics, and schools in the subproject area[7].
Topography and soils	This region is a plain area with flat terrain with silt, grey, grey ferralitic soil. In subproject area, there are mainly agriculture land, rice and vegetable planting land and forest land..
Waterbodies	There are Kon river and canals in the subproject area. There is no waste water of the subproject discharging into them. Water of the river and canals is mainly used for agriculture purpose.
Underground water	Groundwater is at shallow layers. As observed, deep well is 4-30m from the ground surface. The results of ground water quality analysis in 2013 from Binh Dinh Center for Environmental and Natural Resources show that parameters such as pH, hardness, TS, COD, NH4+, Fe, NO3-, Cl-, coliform are within allowed limits compared to Vietnamese Standard - QCVN 09: 2008/BTNMT

[6] Source: PPMU of Binh Dinh province, SIR of Upgrading Nhon Tho - Nhon Khanh Road, June 2014

[7] Source: Nhon Loc Commune People's Committee, Annual Report on Social Economy, December 2013

DATA ITEM	SUBPROJECT DATA
Water quality	The results of water quality analysis in 2013 from Binh Dinh Center for Environmental and Natural Resources show that most of parameters of An Truong River (the right tributary – class 1 of Kon river and Thap Mao weir (discharge water to Go Cham) are within allowed limits compared to Vietnamese Standards (QCVN 08: 2008/BTNMT, Column B1), except TSS exceeds 3.94 times, Fe exceed 2.9 times (Thap Mao Weir), COD exceeds NH_4^+ exceeds 1,9 -3.42. times (in reservoir and conduct canal), and COD exceeds 1.33 times. Water quality of Kon river is not available. So that water quality of this small rivers in the project area are polluted symbolically. + Vietnam's current standards on surface water quality: - QCVN 08:2008/BTNMT - National technical regulation on surface water quality; + Vietnamese standard on waste water receiving sources: - QCVN 14:2008/BTNMT National technical regulation on domestic waste water; This regulation is applied as a substitution for Standard TCVN 6772:2000 – Water quality – Standard on domestic wastewater in the List of Vietnam's environment standards which must be applied - MONRE's Circular No. 02/2009/TT-BTNMT regarding regulations on evaluation on waste receiving capability of water source.
Flooding	About 200m of the beginning of the existing road (Tho Loc hamlet) is flooded in rain season because level of the surface road is lower than the level of ground floors of houses locating along the road.
Terrestrial flora and fauna	+ Terrestrial flora: mainly rice field and fruits and vegetables gardens in residential areas; + Terrestrial fauna: buffalo, cow, pig, chicken, ducks, etc. + Terrestrial flora and fauna in subproject area are not listed in Vietnam's Red Data Book.
Protected areas	In subproject area, there is no historical or historical vestiges;
Environmental sensitive points	❖ Small tomb area at Km 2+700 ❖ Nhon Loc Primary School No 1a in An Thanh Village (300 m far from the site) ❖ Architectural Remain – Cha's Royal Citadel in An Thanh Village (600 m far from the site) ❖ Nhon Loc Primary School No 1b -at Km 4+200, closed to the edge of road (0.5 m from the school to the edge of school in the left side)
SOCIAL ENVIRONMENT CONDITIONS	
UXO	The existing route is under operation; because the road is upgraded on existing route, there is no possibility of UXO;
Land use	Agriculture land: 2406.6 ha; forest land: 1862.7 ha; residential land: 776.95 ha; other: 308.65ha[8].

[8] Source: PPMU of Binh Dinh province, SIR of Upgrading Nhon Tho - Nhon Khanh Road, June 2014

DATA ITEM	SUBPROJECT DATA
	Land is mainly used for agriculture-forest development; Agriculture: mainly plant rice and vegetable, 2 crops/year; Forestry: planting Acacia, Eucalyptus, etc.
Nearest residential land	Residential areas are located along the route including Tho Loc hamlet - Nhon Tho commune, An Thanh and Truong Cuu hamlet - Nhon Loc commune, Khanh Hoa hamlet - Nhon Khanh commune; residential land is located at road edge; The distance between residential houses and the proposed road ranges from 1m to 15m;
Rural infrastructure	The road is upgraded on existing route with the different of road width on sections for affects on works like houses at road sides can be minimized; The electric and communication cables were arranged in parallel with the route; water supply pipelines are being built in parallel with the route in some places; therefore, route construction will have affects on some local infrastructure works such as electric and water pipelines;
Access to Water Supply & Sanitation and Solid Waste Management	100% of households using hygienic water, of which 1.8% of households using tape water, 81.6 % of households using hygienic latrine (flush septic tanks, pour flush latrines); solid waste is collected and disposed/proceed only in Tan Lap village, others villages having uncollected solid waste and it is disposed in to gardens, or burning or discharged indiscriminately along canals, ponds causing pollution to the rural environment;[9]
Agriculture and handicraft	+ Agriculture: mainly wet rice, sugar-cane, bean, corn, vegetable; water melon; + Handicraft: production of Bau Da alcohol and rice paper
Population	Estimated number of beneficiary people: 27,197 people. Population density is 298 – 1005 persons/km2[10]
Ethnic minorities	There is not any ethnic group living in the subproject area;
Livelihoods	+ The main employment of the community is agriculture and handicraft production, occupying 97% of the local population. + The average income is VND 16.8-19.1 million/person/year;[11] + The level of poverty (following the new poverty line made by the Government): number of poor households make up 8.01% of the population, mainly including policy families, the handicapped, single/female owned households.
Physical and cultural heritage	There is no cultural heritage or preservation area in the subproject region;
Environmental sensitive points	❖ Small tomb area at Km 2+700 ❖ Nhon Loc Primary School No 1a in An Thanh Village (300 m far from the site) ❖ Architectural Remain – Cha's Royal Citadel in An Thanh Village (600 m far from the site)

[9] Source: According to Nhon Loc Commune People's Committee

[10] Source: PPMU of Binh Dinh province, SIR of Upgrading Nhon Tho - Nhon Khanh Road, June 2014

[11] Source: PPMU of Binh Dinh province, SIR of Upgrading Nhon Tho - Nhon Khanh Road, June 2014

DATA ITEM	SUBPROJECT DATA
	❖ Nhon Loc Primary School No 1b -at Km 4+200, closed to the edge of road (0.5 m from the school to the edge of school in the left side)
Public health	Diseases which often occur in the summer are diarrhea, petechial fever Besides, there are respiratory diseases like sore throat, sinusitis
Traffic and transportation characteristics	+ Current traffic volume is small, only serving agriculture, living activities in villages and communes and some construction activities at small scale; + Main traffic means include bicycles, motorbikes and some transport vehicles in construction on small scale;

4. ENVIRONMENTAL IMPACT SCREENING

Table 3. Environmental impact screening

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Pre-Construction Stage					
Disturbance of UXO	No				The road is upgraded on the existing route. Therefore, there will be no possibility of UXO.
Effects on households from loss of residential or agricultural land	Yes	Minor	Negative	Temporary and permanent	In order to ensure the width of the road, the subproject route will partially encroach garden land of some adjacent residential areas. Affected level is not big due to medium affect scope (15,776 m2 of agriculture land; 2,837 m2 of garden land and there is no production land loss of more than 10% of the total);
Construction Stage Impacts					

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Dust, vegetation clearing, noise, water quality or other impacts from development of borrow areas for road construction materials	Yes	Minor	Negative	Temporary	**Location:** Filling soil will be taken from borrow pits that have the business license of An Nhon town: + Cha Ray borrow pit (for the begining of the proposed road section): exploited at Cha Ray hill, Nhon Tan commune, An Nhon town - Binh Dinh province, located 6 km from the construction site. Transporting roads are concrete (Nhon Tho, Nhon Loc, Nhon Khanh commune's roads) and asphalt (road no.19). + Hoa Son hill borrow pit (for the end of the proposed road section): exploited at Hoa Son hill, Nhon Hanh commune, An Nhon town which is 12 km away from the site. Soil transportation to the construction site will affect the local roads of Nhon Khanh, Nhon Loc communes. **Affected level:** Small However, dust and noise will not be seriously affected because (i) loading capacity of vehicles is less than 10 tons, (ii) communal roads are almost structured of concrete with the width of 3-3.5m; (iii) Among the total soil about 28,678 m3 must be transported; requires about 10 tip trucks with a capacity of 10 tons/ day within 2 years; **Time of impact:** 2 years

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Road upgrading Erosion or sedimentation caused during clearing or earthworks *Truong Cuu Bridge Construction cross over Kon river* ▪ Soil erosion caused by the excavation of foundation. ▪ Erosion of river banks at Bridge construction site ▪ The risk of river sedimentation by solid waste that is not collected.	Yes	Minor	Negative	Temporary	**Location**: Along the road at Tho Loc hamlet – Nhon Tho commune, An Thanh and Truong Cuu hamlets - Nhon Loc commune and Khanh Hoa hamlet - Nhon Khanh commune; at proposed Truong Cuu bridge location (in Kon river and the left and right banks of the Kon river) **Affected level:** Small Erosion is not significant because the road will be built based on existing road foundation. Sedimentation caused during clearing and earthworks and transportation of material, soil, sand, etc.and due to solid waste that is not collected during arranging temporary works inside river flow This impact will be serious if these activities are conducted in rainy season. However, clearing and earthworks will be implemented at the first stage of the subproject in dry season, thus it does not cause any significant impact to the surrounding environment. **Time of impact:** 2 years

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Soil contamination from spillage of oil or other chemical substances	Yes	Minor	Negative	Temporary	**Location:** Lubricating oil pollution is generated from construction vehicles along the route at Tho Loc, An Thanh, Truong Cuu and Khanh Hoa hamlets and at the proposed bridge location in Kon river – Truong Cuu and Khanh Hoa hamlets. **Affected level:** Small Number of construction machines is small (from 01 to 04 each type), furthermore, vehicle quality is periodically maintenance; therefore, pollution is caused by discarded oil of machines is unremarkable. **Time of impact:** 2 years

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Road upgrading Pollution of waterways, aquatic environments or groundwater from waste, chemicals, effluent or disturbance of contaminated soils *Truong Cuu Bridge Construction cross over Kon river affects to river water quality, aquatic habitat, waterways due to* ▪ Potential risk of drilling mud spillage into Kone river at Truong Cuu Bridge construction site causing water pollution with TSS and turbidity. ▪ Discharges of construction & oil wastes into water courses ▪ Solid waste spillage when super-structure of bridge is constructed.	Yes	Minor	Negative	Temporary	**Location:** Kon river, ponds in Truong Cuu hamlet, canal N4-A in Tho Loc hamlet, irrigation canals in An Thanh hamet, along the road in the subproject area. Kon river at the construction site of the proposed bridge **Affected level:** Small Mainly during earthworks and concrete spills or leaked oil, grease from mixing stations and vehicles. However, the impacts on the water quality are insignificant as the wastes will be collected and managed promptly by the contractor. **Time of impact:** 2 years

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Clearing the vegetation cover	No				The road will be upgraded on the existing road foundation thus, it does not require clearing vegetation cover. It only affects some crops in garden land and agricultural area along the road in subproject area. The road is not located in protected area or areas of ecological sensitivity.
Changes of surface water hydrology flooding situation and irrigation works used for surface water exploitation	Yes	Minor	Negative	Temporary	**Location**: At the locations of the proposed Truong Cuu bridge and 19 culverts. **Affected level:** Small Construction activities at the bridge can change flow direction but construction time will be only in dry season. Hence, such impacts will not affect flooding patterns significantly. **Scope**: The road is upgraded on existing road. 19 culverts (pipe culverts and slab culverts) and the bridge will be built along the road. Ditches with a length of 643m will be installed along both sides of the beginning of the road section (from Km0 to Km0+850) to ensure drainage standard. Therefore, the subproject will not have affects on drainage and irrigation works along the route. **Time of impact:** 2 years

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Changes of groundwater dynamics	No				The road does not affect groundwater dynamics in the subproject area.
Air pollution from dust or exhaust emissions (CO, NOx, SOx, etc). Noise emissions from construction equipment	Yes	Moderate	Negative	Temporary	**Location:** Residential area, along the roadsides and location where the bridge to be built including Tho Loc, An Thanh, Truong Cuu and Khanh Hoa hamlets, especially at residential area closed by the subproject road in Don Market area, Tho Loc village, Nhon Tho commune. **Affected level:** Moderate Dust and exhaust air mainly generate during the earthworks and site clearance and other construction activities. Noise generates from backfilling and excavating activities and vehicles and construction equipment. However, this impact is assessed at a moderate level and temporary. **Time of impact:** 2 years
Clearing or resource extraction from areas of sensitive vegetation	No				The road does not cross protected area or areas of sensitive vegetation .

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Changes to road safety / traffic movements, trading activities property access	Yes	Minor	Negative	Temporary	**Location:** Construction sites along the road, in Tho Loc, An Thanh, Truong Cuu and Khanh Hoa hamlets Construction activities can affect on movement demand, transporting goods of local people, disturbance to individual households and cause risk for safety traffic in process transport raw materials. **Affected level:** Minor due to people can use branch route in the communes to travel during construction. Besides, the road will be divided into many sections and contractors will work section by section. **Time of impact:** 2 years

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Causes waste disposal problems from solid waste generated during construction activity or municipal wastes generated in construction camps	Yes	Minor	Negative	Temporary	**Location:** Workers' camps at the location of the proposed bridge in Truong Cuu hamlet and along the road, material stores, 02 concrete mixing stations and construction sites along the road. **Affected level:** Small Solid waste that will be generated from construction mainly includes domestic wastes of workers and scraps of transported soil and stone, debris, mud. Number of worker is not big, total about 200 workers, construction activities mainly include destroying the concrete of existing road surface, grading soil along the route of 5.5km; therefore, generation of construction wastes are not so much about 263.7 m3/month (construction waste) and 1.5 tons/ month (domestic waste) **Time of impact:** 2 years

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Affect rural infrastructure system such as communication system, electricity and water-supply, etc.	Yes	Minor	Negative	Temporary and permanent	**Location:** There are 03 power posts of Tho Loc hamlet - Nhon Tho commune, some sections of irrigation canals in Tho Loc hamlet – Nhon Tho commune and An Thanh hamlet – Nhon Loc commune removed. Construction activities such as excavation and compaction of the foundation of the proposed road will able to damage water pipelines under the existing roads in Tho Loc, An Thanh and Truong Cuu hamlets. **Affected level:** Small Affect level is minor because electric posts, pipes and canals will be relocated easily near their existing locations. **Time of impact:** 2 years

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Construction workers cause social disruption or sanitation/health conditions	Yes	Minor	Negative	Temporary	**Location:** Workers' camps at the proposed bridge location and along the road and residential area in Tho Loc, An Thanh, Truong Cuu and Khanh Hoa hamlets. Affect directly on workers and indirectly on the community near the construction site. Workers have to get temporary residence certificate to avoid social disruption in the subproject area. Construction workers can cause social effects or disease transmission such as sore eyes, cholera, flu and respiratory problems. Social aspect: some social problems can appear such as gambling, drug addiction, prostitute, violence, conflict amongst workers, or between workers with local people. **Affected level:** Impacts are at unremarkable levels because the construction activities of workers can be controlled by working regulation in the construction site and construction duration is not long (within 2 year as expected); **Time of impact:** 2 years

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Changes incidence of waterborne disease or respiratory disease	Yes	Minor	Negative	Temporary	**Location:** Workers' camps and nearby residential area in Tho Loc, An Thanh, Truong Cuu and Khanh Hoa hamlets. **Affected level:** Small The construction process generated dust, emission from vehicles, machines on the works and due to transport soil, stone. Emission gases could be impact on local people living in the road sides and travelling on the road, and workers. However, the influence level is not significant due to: (i) dust generated to impact locally only (at the construction road); (ii) affected time is short (estimated time is 24 months). Construction activities could be increase respiratory disease and waterborne diseases such as cough, sneezing, sore eyes, and dengue. **Time of impact:** 2 years

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Employment or livelihood benefits from employment of local people	Yes	Minor	Positive	Temporary	**Location**: Local people in the subproject areas such as Nhon Tho, Nhon Loc, Nhon Khanh communes. **Affected level:** Small This is a positive impact; however, it requires the coordination between the contractor and CPC of subproject communes and nearby communes in recruiting local labors. (contractors often prefer to engage their own trained workforces rather than training unskilled laborers) Contractors will use local laborers for simple works such as smooth the road, moving soil, give priority to poor families, female householders, woman if they need jobs. It aims to raise their income, create more jobs and contribute to hunger elimination and poverty alleviation for community. **Time of positive impact:** 2 years
Effects on nearby heritage items such as graves, pagodas etc.	No				The subproject does not affect any national or local heritage items such as pagodas, temples, gravestones nearby the proposed road.
Risks to health and safety of local people and construction workers	Yes	Minor	Negative	Temporary	**Location:** Residential area near the construction site and along the roadsides including Tho Loc, An Thanh, Truong Cuu and

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
					Khanh Hoa hamlets. Construction site along the proposed road and the proposed bridge. 1. Dust, exhaust gas and noise generating from earthworks, transporting of material, construction activities and operation of machines, etc. These factors have direct affects on health of workers and local residents; Material transport may create the risk of affects on traffic safety and houses structure on road sides especially in Tho Loc, An Thanh, Truong Cuu and Khanh Hoa hamlet; Traffic signs and signals are insufficiently arranged, awareness of residents in rural areas on traffic safety is not high. Besides, unsafe of transportation materials will endanger the traffic along the route; Sewage from construction activities and domestic use of workers. This causes some respiratory diseases for local people as well as workers. Accidents may occur if during the construction, workers are not provided with safety equipment and obey construction regulations. **Affected level:** Small Exhaust fume, dust and noise do not have remarkable affects on

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
					residents because of small quantity, low transport frequency of trucks (10 trips/day) and short construction period (within 24 months as expected) Other impacts mentioned above are insignificant because the contractor will apply measures to mitigate impacts on the environment, on workers as well as local people in the subproject area. Besides, the contractor will provide workers with safety equipment. 2. Infectious diseases **Affected level:** Number of workers is not great (during construction, there are often fewer than 200 persons). However, the level of contagiousness depends on the control of construction unit and local authority;

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Generation of excess spoil	Yes	Minor	Positive	Temporary	**Location**: along Construction site in Tho Loc, An Thanh, Truong Cuu and Khanh Hoa hamlets. **Affected level:** This impact is insignificant because in fact, during the construction, some excess spoil will generate but backfilling soil is also required at some road section. Thus, they can be used to raise the road in low lying areas. On the other hand, local people can use this spoil to level their land.
Operation Stage					

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Increases access to markets, schools, employment, health centers' and other facilities?	Yes	Significant	Positive	Permanent	**Location**: along the road in Tho Loc hamlet – Nhon Tho commune, An Thanh and Truong Cuu hamlets – Nhon Loc commune, Khanh Hoa hamlet – Nhon Khanh commune. **Scope**: The subproject will bring directly benefits for people in subproject area through facilitating the transport of agricultural products to markets. Therefore, time and cost for transport will reduce. Women and children may also be benefited by improving access to schools and healthcare services, administrative centers. Both women and men have more job opportunities, which help improve their incomes.

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Changes to road safety	Yes	Minor	Negative	Permanent	**Location:** Along the road including Tho Loc, An Thanh, Truong Cuu and Khanh Hoa hamlets. **Scope:** Road with good quality will facilitate the travelling of residents. Traffic volume will be increased together with the economic development in the area. The number of motorbikes, bikes, cars and trucks will be increased; therefore, traffic unsafety possibly happens; **Affected level**: Small However, road signs along the road can mitigate traffic accidents So this impact can be controlled and will be insignificant level

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Noise and vibration impacts, changes in dust levels or air quality from increased traffic volumes	Yes	Minor	Negative	Permanent	**Location:** Along the road including Tho Loc, An Thanh, Truong Cuu and Khanh Hoa hamlets. **Affected level:** Small Exhaust gas, noise and vibration will increase. This will affect households living along the route. However, this impact is insignificant because (i) residential areas have low traffic volume; (ii) vehicles on road are mainly motorbikes; transport trucks mainly serve agriculture production, the time follow the season; and serve transport for construction at a small scale; therefore, dust and vibration affects will be unremarkable;
Changes risk of environmental damage from accidents involving spills of chemicals or other hazardous substances	No				Means of transport are mainly bikes, motorbikes, small vehicles, passenger cars. Chemicals and hazardous substances are not transported on the route. Therefore, there is no risk of spills of oil, chemicals or other hazardous substances.
Changes to community structure through severance by road corridors	No				Because the subproject will upgrade the existing road, so the community structure will not change. In fact it can contribute to the improvement of rural infrastructure of Vietnam

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Erosion or scouring at waterway crossings or at areas of locations with soil cutting and filling activities	Yes	Minor	Negative	Permanent	**Location:** At locations where the bridge (Kon river, Truong Cuu hamlet), pipe culverts, box culverts to be built. **Affected level**: Small Erosion may occur at some sites in the downstream of the bridge in rainy seasons due to changes in flow speed. However, this impact is locally, minor and can be mitigated.
Changes land use adjacent to road	Yes	Minor	Negative/ Positive	Permanent	**Location:** Along the road sides in Tho Loc, An Thanh, Truong Cuu and Khanh Hoa hamlets. **Scope:** + Positive: The development of trading and services (such as women can open some shops or restaurants and men can provide some services such as repairing motorbikes and transporting, etc.) This will help improve economic development in the subproject area and local people's living standards. + Negative: This may change the land use structure of roadside area, cause pollution and land dispute, etc if local government's Master Plan is not followed.

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Create water stagnant areas	No				643 m drainage ditches and 19 culverts are installed along and across the road, thus water drainage will be fast and no water stagnant area is created. Therefore, this subproject is positive and will help decrease water stagnant areas along the road.
Changes surface water hydrology or flooding patterns	No				Because the road will be upgraded and built on existing ones and 643m drainage ditches, 19 culverts will be installed along and across roadsides, so drainage will be better. Therefore, it does not change surface water hydrology or flooding patterns.
Causes surface water or groundwater pollution from contaminated road surface runoff	No				The subproject aims to repair and upgrade the road, thus it does not generate much dust and waste as well as leaked oil. Besides, the road will be maintained frequently so during the operation stage of the road, surface water and groundwater in the subproject area not affected.
Changes groundwater dynamics	No				During operation stage of the subproject, groundwater dynamics is not affected.
Cause disruption to isolated communities	No				The subproject does not affect any isolated communities

IMPACT	POTENTIAL IMPACT				BRIEF DESCRIPTION OF IMPACT LOCATION AND SCALE
	YES/ NO?	IS IT MINOR OR SIGNIFICANT?	IS IT POSITIVE OR NEGATIVE?	IS IT TEMPORARY OR PERMANENT?	
Change access to natural resources	No				The repairing and upgrading of the road does not affect any natural resources near the subproject area.
Changes to visual amenity / landscape values	Yes	Minor	Positive	Permanent	**Location:** Along the road **Scope:** Landscape along the road can be improved after the road is upgraded because the road will be cleaner and traffic will become more convenient.
Employment opportunities for local communities	Yes	Significant	Positive	Permanent	**Location:** Local people in Nhon Tho, Nhon Loc and Nhon Khanh communes and nearby communes. **Scope:** Upon completion, the upgraded road will help promote the economic development for the local area and attract more investment from enterprises and persons, etc. More jobs will be created for local people in the subproject area.
Impacts on ethnic minorities	No				There are no impacts on ethnic minorities

5. OUTLINE ENVIRONMENTAL MANAGEMENT PLAN (EMP)

5.1 Environmental Mitigation Plan

Table 4. Environmental mitigation plan

Potential Impact	Mitigation Measure	Responsibility	Treatment facilities	Cost
Pre-construction Stage				
Effects on households from loss of residential or agricultural land	Implementing mitigation measures as in the outline of the project resettlement plan	PPMU		Included in resettlement plan
Construction Stage				
Dust, noise, vegetation clearing, water quality and other impacts during the exploitation of construction materials	▪ Operation license of Cha Ray, Hoa Son borrow pits and Nhon Hoa quarry must be obtained before exploiting construction materials. The operations licenses will include approved environmental certificate. Hence, dust and noise generated by exploitation activities will be minimized. ▪ When transporting construction materials, canvas must be used to cover to avoid dust. ▪ Construction equipment and machines must be in good condition and be maintained regularly.	Contractor		No marginal cost No marginal cost No marginal cost
Erosion or sedimentation caused during clearing or earthworks	▪ Install sediment fences and/or sediment traps at drainage ditches; ▪ Construct drainage canals following the proper directions so that clean water flow can get far away from affected areas during construction; ▪ Minimize area of land clearance and duration of works within this area; ▪ Restoration of areas cleared for the construction sites; ▪ Dredge sediment if necessary. ▪ Re-vegetation after construction activity finishes.	Contractor	Sediment fences, traps and drainage ditches.	No marginal cost
Soil is contaminated by spillage of oil or	▪ Store chemicals in secure area, with concrete floor and weatherproof roof away from	Contractor	Chemical tanks, concrete floor	Included in the contract

Potential Impact	Mitigation Measure	Responsibility	Treatment facilities	Cost
other chemical substances	watercourses and floodplains ▪ Ensure construction equipment and vehicles are maintained in good condition. Any leaks must be quickly repaired to avoid soil contamination.		and weatherproof roof	
Pollution of waterways, aquatic environments or groundwater from waste, chemicals, effluent or disturbance of contaminated soils	▪ Store chemicals in secure area, with concrete floor and weatherproof roof and away from watercourses and floodplains; ▪ Ensure construction equipment and vehicles are maintained in good conditions to avoid leakage; ▪ Provide rubbish bins and containers at camping sites and construction sites. Transport waste regularly from the sites to An Nhon landfill (This will be committed by the contractor and the contractor can hire an environmental company to transport the rubbish) ▪ Install sanitary toilets with septic tanks following sanitation regulation and washing facilities at construction camps. ▪ Collect debris, sludge at the construction site. ▪ Avoid directing discharges from concrete mixing equipment to waterways *For Bridge Construction* ▪ Bentonite from bridge substructure construction activities shall be prohibited from disposal to surrounding environment and shall be collected into a temporary site to dry, then treated as normal solid waste. ▪ Superstructure construction should be used nets underneath to collect falling solid waste. The waste is stored in dust bin and be treated as solid waste	Contractor	Tanks for storing chemicals, sanitary toilets, rubbish bins and containers	Included in the contract
Changes of surface water hydrology flooding situation and irrigation works	▪ Ensure the subproject's design to be included of cross drainage; ▪ Restore construction sites, dredge sludge and collect rubbish and construction waste	Contractor		No marginal cost

Potential Impact	Mitigation Measure	Responsibility	Treatment facilities	Cost
used for surface water exploitation	at the proposed bridge and road to avoid stuck in Kon river and irrigation canals and ponds in Nhon Tho, An Thanh and Truong Cuu hamlets. ▪ For construction close or within waterways, install floating silt curtains or cofferdams to retain pollution during construction works; ▪ If required, dredge river bed to pre- construction condition in critical areas; ▪ Stabilize river banks temporarily to prevent run-off. ▪ The construction should not be done during rainy season for preventing the negative impact raised by flood and rain;			
Air pollution caused by dust or exhaust emissions (CO, NOx, SOx, etc)	▪ When transporting construction materials, implement strictly dust suppression measures such as watering of exposed surfaces and covering the trucks with canvas; ▪ Ensure that all construction vehicles and equipment are well maintained; ▪ Use unleaded petrol.	Contractor	Canvas, washing facilities	Included in the contract
Noise emitted from construction equipments	▪ Ensure construction equipment and vehicles are well-maintained ▪ Avoid constructing at night time; ▪ Inform local communities near construction area about schedule and duration of construction works. Collect feedbacks from the community through, head of villages and CPC.	Contractor Town Support Team, Contractor, CPC, TPC		Included in the contract No marginal cost
Cause changes in road safety/traffic activities, trading activities and access to property	▪ Install signal lamps and sign panels at crossing points with road branches. Limit the speed of means of transport on the route; ▪ Build bypass roads to facilitate people's traveling; ▪ Notify nearby community of schedule and duration of construction.	Contractor, Town Support Team.	Signal lamps, Road signs	Included in the contract

Potential Impact	Mitigation Measure	Responsibility	Treatment facilities	Cost
Cause problems related to disposal of solid waste generated during construction activities or from construction camps	▪ Provide rubbish bins (02 bins at the main camp in the location of the proposed bridge, Truong Cuu hamlet; 01 bin for each camp along the roadsides) and request workers to collect waste and not to leave litter into any water resources; ▪ Provide containers to collect construction waste and hazardous waste such as used oil at construction sites.	Contractor	Rubbish bins and containers	Included in the contract
Affect rural infrastructure system such as communication system, electricity and water-supply, etc.	▪ Consulting the sub-project engineering staff to minimize physical impacts on public infrastructure and disruption to services; ▪ Avoid impacts on low-voltage lines in villages during transport of materials and construction machinery; ▪ Minimize using heavy trucks for transporting materials in rainy season to avoid accidents from crashing into houses or works at road edge due to slippery road; ▪ Comply traffic regulations (limit the velocity of trucks); ▪ Install warning signs and avoid crashes to electric poles and houses. ▪ Relocate 03 power posts of Tho Loc hamlet - Nhon Tho commune and irrigation canals in Tho Loc hamlet - Nhon Tho commune and An Thanh hamlet - Nhon Loc commune. ▪ Identify locations of water pipes in Tho Loc, An Thanh and Truong Cuu hamlets to avoid damaging them while implement construction of the proposed road.	PPMU Contractor Contractor Contractor Contractor Contractor Contractor		No marginal cost No marginal cost No marginal cost Included in the contract Included in resettlement part
Construction workers cause social disruption or sanitation/health problems	▪ Consult with local Commune PC in the subproject area to arrange accommodation for workers (to avoid any negative impacts on local people's activities) and register temporary residence card for them;	Contractor / Subproject Support Team/ Supervision Board	Temporary drainage system	Included in the contract

Potential Impact	Mitigation Measure	Responsibility	Treatment facilities	Cost
	▪ Request workers to collect waste as regulation and ensure that their construction camps are maintained in clean and hygienic conditions; ▪ Raise workers' awareness of environmental sanitation, infectious diseases as well as prevention of HIV/AIDS; ▪ Install temporary drainage system and sanitary toilets at workers' camping sites.			
Changes in incidence of waterborne or respiratory diseases	▪ Implement dust mitigation measures as above mentioned; ▪ Implement discharging and filling stagnancy areas just after they are detected;	Contractor		No marginal cost
Risks to health and safety of local people and construction workers	Minimize impacts of dust, polluted air, soil and infectious diseases on local people and workers; Provide workers with safety equipment.	Contractor		Included in the contract
Operation Stage				
Changes in road safety	Install signs to limit the loading capacity and velocity of motorbikes, cars and trucks, ensuring traffic safety at residential areas and intersections Implement communication to heighten the awareness of residents on traffic safety;	Division of Transportation and Public Works of An Nhon town		Provincial budget
Noise and vibration caused by the increase of traffic volumes	▪ Install warning sign to prohibit any loading capacity exceeding compared with design; ▪ Limit the operation of means of transport from 8 pm to 6 am; ▪ Install warning signs to prohibit the using of horns in residential areas in the subproject area.	Division of Transportation and Public Works of An Nhon town		Provincial budget
Erosion or scouring at waterway crossings or at areas of locations with soil cutting and filling activities	▪ Reinforce the downstream right and left river banks by stone.	Division of Transportation and Public Works of An Nhon town		Provincial budget
Changes in the habit of using adjacent land to	The use of land adjacent to the road will follow the Commune's Master Plan of land use which has	Division of Transportation and Public		No marginal cost

Potential Impact	Mitigation Measure	Responsibility	Treatment facilities	Cost
the road	been approved.	Works of An Nhon town and An Nhon TPC, CPCs.		

5.2 Environmental Monitoring Plan

5.2.1 Environmental effects monitoring

6. Environmental effects monitoring is carried out to examine impacts of project in relation to ambient environmental conditions.

Table 5. Environmental effects monitoring plan

Mitigation Measure	Parameters	Location	Methods	Frequency	Responsibility	Cost
Construction Stage						
Minimization of noise generation	Noise level	Residential areas along the roadsides in Tho Loc, An Thanh, Truong Cuu and Khanh Hoa hamlets (see the figure 1)	Initially observation, use of noise meter to measure dB(A) if high noise levels observed Visual Observation	Weekly or receiving feedback from local communities	Contractor	Included in the contract
				Every week during the construction stage or when receiving feedbacks from the community about high noise level	Construction Supervision Consultant (CSC)	Included in separated contract with PPMU
Minimization of dust generation	Dust level	Residential areas along the roadsides in Tho Loc, An Thanh, Truong Cuu and Khanh Hoa hamlets (see the figure 1)	Visual Observation; Sampling and analysis	Weekly or receiving feedback from local communities	Contractor	Included in the contract
				Every week during construction period or when necessary	Construction Supervision Consultant (CSC)	Included in separated contract with PPMU
Control of water quality	Sediment loads, rubbish, oil or other visible pollutants	Location of the proposed bridge at Kon river, Truong Cuu hamlet Canal N4-A, irrigation	Visual Observation; Sampling and analysis	Weekly or receiving feedback from local communities	Contractor	Included in the contract
				Every week during	Construction	Included in separated

Mitigation Measure	Parameters	Location	Methods	Frequency	Responsibility	Cost
		canals in Tho Loc, An Thanh hamlets, ponds in Truong Cuu hamlet; Workers' camp sites at location of the proposed bridge at Kon river and along the proposed road		construction period or when necessary	Supervision Consultant (CSC)	contract with PPMU
Operation Stage						
Surface water quality	BOD, COD, pH, TSS, coliform, oil	Location of the proposed bridge at Kon river (see the figure 1)	Visual Observation, Sampling and analysis	2 times per year for first 2 years (1 time in wet season, 1 time in dry season)	Division of Transportation and Public Works of An Nhon town	6,500,000
Air quality	TPM or PM_{10}; NOx; SOx; CO, noise level	Residential areas along the roadsides in Tho Loc, An Thanh, Truong Cuu and Khanh Hoa hamlets (see the figure 1)	Visual Observation, Sampling and analysis	1 time per year for first 2 years	Division of Transportation and Public Works of An Nhon town	11,000,000
Road safety	Number of road accidents and causes and severity of accidents	Along the route	Discussions with local authorities	1 time per year for first 2 years	Division of Transportation and Public Works of An Nhon town	5,000,000

5.2.2 Environmental Compliance Monitoring

7. Environmental compliance monitoring is carried out to test compliance with operating procedures, technical standards and/or contractor specifications in the EMP.

Table 6. Environmental Compliance Monitoring

Mitigation Measure	Parameters	Location	Methods	Frequency	Responsibility	Cost
Construction Stage						
Erosion and sediment controls	Condition and capacity of controls	Throughout construction site	Observation	After heavy rain	Construction Supervision Consultant	Included in the contract signed with the Construction Supervision Consultant
Materials storage	Condition of materials storage areas	Throughout construction site	Observation	Weekly	Construction Supervision Consultant	Included in the contract signed with the Construction Supervision Consultant and the Loan Implementation Consultant Team (LIC)
				Every six months	Environmental Specialist of LIC Team	
Construction equipment and vehicles	Noise and exhaust generation; covering of trucks; oil/fuel leaks	Throughout construction site	Observation	Weekly	Construction Supervision Consultant	Included in the contract signed with the Construction Supervision Consultant and the Loan Implementation Consultant Team (LIC)
				Every six months	Environmental Specialist of LIC Team	
Construction camp conditions	Cleanliness; waste disposal facilities; general condition	All construction camps	Observation	Weekly	Construction Supervision Consultant	Included in the contract signed with the Construction Supervision Consultant and the Loan Implementation Consultant Team (LIC)
				Every six months	Environmental Specialist of LIC Team	

Mitigation Measure	Parameters	Location	Methods	Frequency	Responsibility	Cost
Waste disposal	Environmental sanitation at construction site and temporary waste storage area	Throughout construction site	Observation and community consultation	Weekly	Construction Supervision Consultant	Included in the contract signed with the Construction Supervision Consultant and the Loan Implementation Consultant Team (LIC)
				Every six months	Environmental Specialist of LIC Team	
Operation Stage						
Waste management	Site cleanliness and conditions of temporary waste storage areas; recent waste disposal method	Throughout sub-project area	Observation	6 monthly for first 5 years of operation	Division of Transportation and Public Works of An Nhon town	Provincial budget
Drainage and flooding	Existing condition of the drainage system (broken ditches or leakage, etc.) and evidence of flooding of adjacent land use	Throughout sub-project area	Observation	Every six months for first 2 years of operation	Division of Transportation and Public Works of An Nhon town .	Provincial budget
Erosion or scouring of waterways, areas of cut and fill	Stability of downstream left and right Kon river banks at the location of proposed bridge	Downstream left and right Kon river banks at the location of proposed bridge	Observation	Every six months for two first years	Division of Transportation and Public Works of An Nhon town	Provincial budget

5.3 EMP Implementation Arrangements

Table 7. EMP Implementation

Organization	Roles and Responsibilities		
	Subproject Preparation	**Subproject Implementation**	**Subproject Operation**
CPMU	Advice to PPMU Safeguards Officer on IEE/CEP and IEE/EIAR preparation Review and provide "no-objection" on IEE/CEPs or IEE/EIARs submitted by PPMUs	Suggest to PPMU Safeguards Officer on EMP implementation during construction Monitor progress during construction Consolidate environmental reporting from PPMU	Advice to PPMU Safeguards Officer on EMP implementation during first 2 years of operation Monitor progress during first year of operation Consolidate PPMU environmental reporting
PPC	Sign-off on environmental assessment documents prior to submission for approval Approval of any subprojects requiring EIAR that are not subject to MONRE approval	Project owner with ultimate responsibility for environmental performance of subproject during construction	Project owner with responsibility for operation stage environmental performance including implementation of EMP during operation
DONRE	Provide advice and guidance on environmental issues as required during subproject preparation	Monitoring implementation of EMP through their own internal monitoring system	Monitoring implementation of EMP through their own internal monitoring system
PPMU	Engage consultant and have overall responsibility for IEE/CEP or IEE/EIAR preparation and submission for approval Ensure staff are adequately trained in environmental issues	Responsibility for EMP implementation during pre-construction and construction Ensure that contract specifications and bud documents include environmental requirements Undertake inspections and monitoring of environmental issues during construction Coordinate environmental monitoring reporting to CPMU	Responsibility for EMP implementation during first year of operation Undertake inspections and monitoring of environmental issues during first year of operation Assist project owners to incorporate environmental requirements into infrastructure O&M procedures
Town PCs	Approval of subproject CEPs in accordance with GOV legislative requirements	Monitoring implementation of EMP through their own internal monitoring system	Monitoring implementation of EMP through their own internal monitoring

Organization	Roles and Responsibilities		
	Subproject Preparation	**Subproject Implementation**	**Subproject Operation**
			system
Town Subproject Support Teams (SST)	Assist in IEE/CEP preparation as required Assist PPMU to review bidding documents, contract documents, and tenders to ensure environmental issues are adequately addressed	Day to day supervision of contractors' in district including compliance with environmental management requirements Undertake environmental monitoring and coordination of local community environmental monitoring activities	Undertake environmental monitoring and coordination of local community environmental monitoring activities for first year of operation
Commune Supervision Boards (CSBs) and local community members[12]	Involvement in consultation and participation activities to identify and develop subprojects Ability to comment on environmental assessment documentation upon disclosure	Involvement in environmental monitoring activities under the direction of SSTs	Involvement in environmental monitoring activities under the direction of SSTs
Construction contractor	n/a	Prepare detailed Site EMP to meet the Subproject EMP general requirements Allocate adequate resources to meet the requirements and obligations of Site EMP	n/a
Division of Transportation and Public Work of An Nhon Town	N/a	N/a	Setting traffic signboards, monitoring execution on road safety on the route.
LIC Team on environmental safeguard policies	N/a	Implement spot check environmental monitoring at the subproject area once every 6 months. Monitoring results will be included in the report which will be sent to CPMU.	N/a

[12] CSBs have been established under Decree 80 Regulation for Participatory Investment Supervision. Article 8 of Decree 80 provides the community with opportunities to inspect compliance, monitor implementation and evaluate the results of investments in the commune, including environmental impacts.

Organization	Roles and Responsibilities		
	Subproject Preparation	**Subproject Implementation**	**Subproject Operation**
Construction Supervision Consultant	N/a	Implement construction supervision at construction sites every day. Implement environmental monitoring at the subproject area every week. Monitoring results will be included in the report which will be sent to PPMU.	N/a

5.4 Monitoring and Reporting System

Table 8. Monitoring and Reporting System

Project Phase	Type of Report	Frequency	Responsibility	Submitted To Whom
Construction	**Site Environmental Performance Report** indicating compliance with Site EMP and monitoring results	Monthly	Construction Supervision Consultant	PPMU
	EMP Compliance Report indicating compliance with subproject EMP and monitoring results	Quarterly	PPMU	CPMU
	EMP Compliance Report indicating compliance with subproject EMP and monitoring results	Bi-annually or twice during construction depending on construction duration	CPMU	ADB
	Subproject Environmental Report indicating overall subproject environmental performance and EMP compliance	At completion of subproject	CPMU	ADB
Operation	**EMP Compliance Report: Operation** indicating compliance with subproject EMP commitments during operation	Every six months for first two years of operation. Ongoing frequency to be determined based on review after 2 years	Division of Transportation and Public Works of An Nhon Town	ADB and Town People's Committee

5.5 EMP Budget

Table 9. EMP Budget

	Pre-construction	Construction	Operation	Sub-Total
Mitigation		Included in the contract with the construction contractor	Provincial budget	N/a
Monitoring		Included in the contract with and construction supervision consultant and LIC Team	22,500,000	22,500,000
Community consultation	15,000,000	15,000,000	15,000,000	45,000,000
TOTAL				**67,500,000**

6. PUBLIC CONSULTATION AND DISCLOSURE ACTIVITIES

6.1 Description of Activities to Date

Table 10. Public consultation and public disclosure activities

CONSULTATION METHOD	DETAILS OF ACTIVITIES	
Correspondence and meetings with local authorities (District and Commune PCs, Commune Fatherland Front, Women's Union, Youth Union and others)	Date of correspondence	07 /04/ 2024
	Dates of meetings (if requested)	15/04/2014
	Minutes of meeting attached (Yes / No)	Yes
Public meetings	Date(s) held	15/04/2014
	Location(s) held	PC's meeting hall and cultural house of Nhon Tho and Nhon Loc communes
	Invitees	Commune PCs, stakeholders, village heads, Young Communist League, Fatherland front, Farmer Association, Women Union of the communes.
	Methods of invitation	Radio announcement and letter, coordinate with Women Union to mobilize women's participation in meetings
	Agenda attached (Yes / No)	Yes
	Minutes of meeting attached (Yes / No)	Yes

CONSULTATION METHOD	DETAILS OF ACTIVITIES	
	Number of participants	Total have 40 people Man: 21 people Women: 19 people (the list of participants will be closed in the minutes of consultation)

6.2 Outcomes of Public Consultation to Date

Table 11. Results of public consultation

Description of Issue Raised	By Whom?	Required Follow-up Actions?
Road damage	Local people	Make sure contractor use trip trucks with a capacity of under 10 tons.
Traffic disturb when transporting material and constructing the proposed road, especially in Don Market area - Tho Loc hamlet - Nhon Tho commune		Do not transport materials at rush hours (6 am to 7 am; 11 am -12 pm; 5 pm- 6pm)
Traffic safety	Local people	The Contractors are supposed to slow down when transporting materials by the residential area of Don Market. It is necessary to plant construction signposts and speed limit signs
Disturb of water supply for irrigation	Farmer Association	Install temporary culvert at locations where the proposed road crosses irrigation and drainage canals
Construction workers cause social disruption and sanitation problems	Vice chair man of Nhon Tho CPC	Register temporary residence card for workers; Request workers to collect waste as regulation and ensure that their construction camps are maintained in clean and hygienic conditions.

6.3 Future Public Consultation Activities

Table 12. Proposed community consultation activities

Activity	Participants	Expected Outcomes	Schedule	Cost Estimate
Community information by means of loudspeaker at each village related to subproject of Nhon Tho, Nhon Loc and Nhon Khanh communes, on	The community	Notification to the community about construction activities and schedule, environmental management measures, and how	Throughout construction period	15,000,000

Activity	Participants	Expected Outcomes	Schedule	Cost Estimate
television/radio and local newspapers.		to use community complaints line		
Grievance redress/ complaints mechanism	The community	Responses to concerns or questions about construction works	Throughout construction period	15,000,000
Other: document, communication, etc…				15,000,000

7. CONCLUSION AND RECOMMENDATIONS

8. The subproject "Upgrading Nhon Loc – Nhon Khanh road" will be implemented by Binh Dinh PPMU under IRDPCP in An Nhon town, Binh Dinh province.

9. An environmental assessment of the project has been carried and the main negative potential environmental impacts of the sub-project during construction and operation stages include:

- Air pollution from dust or exhaust emissions (CO, NOx, SOx, etc). Noise, vibration from construction equipments and vehicles on the road;
- Dust and noise generated during the transport of material from material stores to the construction sites;
- Changes in road safety/traveling, trading activities and access to infrastructure system (electricity, road), risks of health and safety of local people and construction workers;
- Waste disposal problems from solid waste generated during construction activities or municipal waste generated in worker's camps

10. A range of mitigation and monitoring measures has been developed for the sub-project, which includes the following activities:

Mitigation measures:

- Measures for mitigating air pollution: During the transport of construction materials, watering the road surface and covering means of transport with canvas. Besides, other measures may include installing wheel washing equipments at construction sites and regularly maintaining vehicles and machines.
- Install road signs, instruction signs, speed limitation signs, etc at residential areas in Tho Loc, An Thanh, Truong Cuu and Khanh Hoa hamlets and crossing points with branches and sites.
- Provide rubbish bins to store domestic waste at the construction site; request workers not to leave litter; provide containers to store construction waste at construction sites; install sediment fences and/or sediment traps to collect sediment before it enters waterways;

Monitoring activities:

In order to ensure the compliance of measures to mitigate negative environmental impacts caused by the subproject, these monitoring activities must be carried out:

- The contractors must implement measures to mitigate environmental impacts in residential areas along the road and the location of the proposed bridge in Kon River, Truong Cuu hamlet. Their implementation can be monitored by observing and measuring water quality, air quality and frequency of implementing these measures. Moreover, the contractor must arrange adequate resources to meet general requirements and compulsory regulations on EMP at the construction sites.
- During operation stage, O&M agency (Division of Transportation and Public Works of An Nhon town) have to periodically manage water quality, air quality and noise according to recent Vietnamese Standards and National Technical Regulations
- PPMU should intensify the contractor's compliance with environmental regulations on material storage, construction equipment, waste disposal, air quality, dust, noise and vibration to ensure safety for the community during construction stage and operation stage; coordinate with local authorities to formulate and implement EMP.

Conclusion:

11. The upgrading of Nhon Tho - Nhon Khanh road will improve livelihoods and reduce poverty for local people in the subproject area. It is expected to directly benefit 27,197 people in 3 communes namely Nhon Tho - Nhon Loc - Nhon Khanh. Thus, the subproject will contribute to promote socio-economic development and modernize rural area; provide better access to market centers and social services; reduce time and cost for transporting agricultural products.

12. Negative environment impacts caused by the subproject mainly generate during the construction stage. However, these impacts are temporary and they will end when the road is put into operation. Upon completion, the upgraded road will help decrease dust volume generated by means of transport. On the other hand, it will bring positive impacts to the environment and promote economic development for the subproject area. Thus, based on the Initial Environmental Examination, the consultants and Binh Dinh PPMU would like to recommend as follows:

(i) There will not be any significant impacts to the environment and no further environment assessment is necessary.

(ii) The IEE of the subproject “Upgrading Nhon Tho – Nhon Khanh road” should be approved by authorities so that the next steps can be implemented to ensure good progress and project benefits.

8. ANNEXES

- Photos of implementation of public consultation
- Photos of locations of air and water quality monitoring
- Public consultation and meeting minutes
- Data source

Annex 1: Photos of implementation of public consultation

Photo 1: Public consultation in Nhon Loc commune

Photo 2: Interview of people in An Thanh hamlet - Nhon Loc commune

Photo 3: Nhon Loc Primary School – Truong Cuu branch

Photo 4: Nhon Loc Primary School – An Thanh branch

Annex 2: Photos of locations of air and water quality monitoring

Photo 5: Air quality observation location – material transporation road in Tho Loc hamlet – Nhon Tho commune

Photo 6: Air quality observation location - at intersection of the proposed road and canal N4-A in Tho Loc hamlet - Nhon Tho commune

Photo 7: Air quality observation location at K1+700 (An Thanh hamlet – Nhon Loc commune)

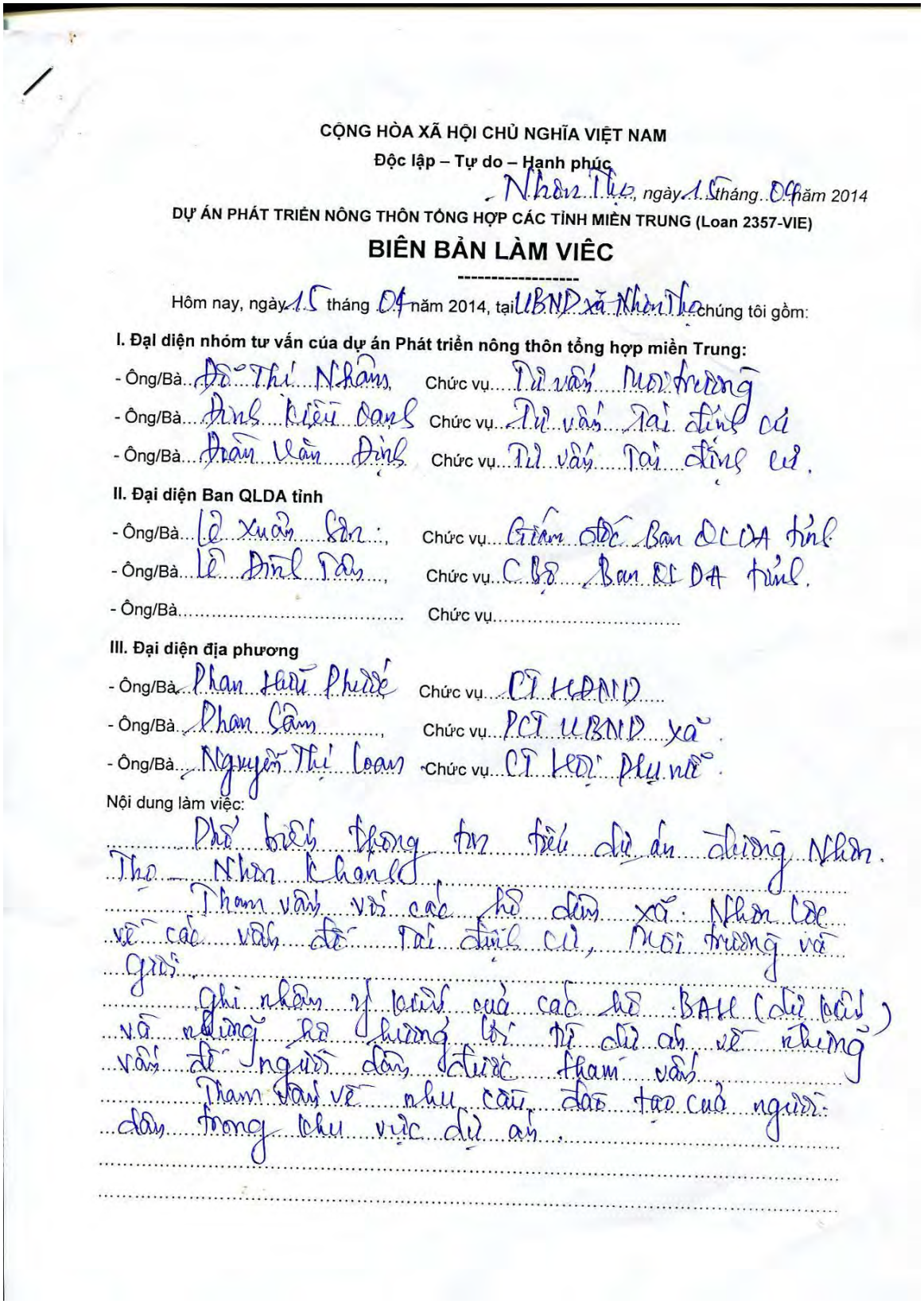
Photo 8: Air quality observation location at K2+700 (An Thanh hamlet – Nhon Loc commune)

Photo 9: Air quality observation location at the end of proposed road (intersection of road no. 636B and the proposed road), Khanh Hoa hamlet - Nhon Khanh commune

Photo 10: Water quality observation loacation at the proposed bridge, Kon River

Annex 3: Public consultation and meeting minutes

Meeting minutes at public consultation and lists of attendance in the public consultation meeting at Nhon Tho commune



CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM

Độc lập – Tự do – Hạnh phúc

Nhơn Thọ, ngày 15 tháng 04 năm 2014

DỰ ÁN PHÁT TRIỂN NÔNG THÔN TỔNG HỢP CÁC TỈNH MIỀN TRUNG (Loan 2357-VIE)

BIÊN BẢN LÀM VIỆC

Hôm nay, ngày 15 tháng 04 năm 2014, tại UBND xã Nhơn Thọ chúng tôi gồm:

I. Đại diện nhóm tư vấn của dự án Phát triển nông thôn tổng hợp miền Trung:

- Ông/Bà Đỗ Thị Nhâm Chức vụ Tư vấn Môi trường
- Ông/Bà Đinh Kiều Oanh Chức vụ Tư vấn Tái định cư
- Ông/Bà Trần Văn Định Chức vụ Tư vấn Tái định cư.

II. Đại diện Ban QLDA tỉnh

- Ông/Bà Lê Xuân Sơn, Chức vụ Giám đốc Ban QLDA tỉnh
- Ông/Bà Lê Đình Tân, Chức vụ CBQ Ban QLDA tỉnh.
- Ông/Bà..... Chức vụ.....

III. Đại diện địa phương

- Ông/Bà Phan Hữu Phước Chức vụ CT HĐND
- Ông/Bà Phan Cảm, Chức vụ PCT UBND xã.
- Ông/Bà Nguyễn Thị Loan Chức vụ CT Hội Phụ nữ.

Nội dung làm việc:

Phổ biến tổng tin tiểu dự án đường Nhơn Thọ – Nhơn Khánh.

Tham vấn ý kiến các hộ dân xã Nhơn Lộc về các vấn đề Tái định cư, Môi trường và giới.

Ghi nhận ý kiến của các hộ BAH (dự kiến) và những hộ không bị ảnh dự án về những vấn đề người dân được tham vấn.

Tham vấn về nhu cầu đào tạo của người dân trong khu vực dự án.

Sau khi đọc lại biên bản, những người có mặt đồng ý về nội dung biên bản, không có ý kiến gì khác.

Đại diện Ban QLDA tỉnh

Đại diện UBND xã

KT. CHỦ TỊCH
PHÓ CHỦ TỊCH

Phan Sâm

Đại diện tư vấn

Đoàn Văn Dũng

CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM

Độc lập – Tự do – Hạnh phúc

Nhơn Thọ, ngày 15 tháng 04 năm 2014

DỰ ÁN PHÁT TRIỂN NÔNG THÔN TỔNG HỢP

CÁC TỈNH MIỀN TRUNG - KHOẢN VAY BỔ SUNG

BIÊN BẢN HỌP THAM VẤN CỘNG ĐỒNG

Về các chính sách an toàn: Môi trường, Tái định cư, Giới và Dân tộc thiểu số

Tên tiểu dự án: Đường Nhơn Thọ - Nhơn Khánh; Hố Núi Một.

Xã Nhơn Thọ, huyện TX An Nhơn, tỉnh Bình Định.

I. Thành phần tham dự:

- Ông/Bà Đỗ Thị Nhàn Chức vụ Tư vấn Môi trường
- Ông/Bà Đoàn Văn Định Chức vụ Tư vấn Tái định cư
- Ông/Bà Lê Xuân Sơn, Chức vụ GĐ Ban QLDA tỉnh
- Ông/Bà Lê Đình Tâm, Chức vụ CB Ban QLDA tỉnh
- Ông/Bà Phan Sâm, Chức vụ PCT UBND xã.
- Ông/Bà Ngô Thị Loan, Chức vụ CT Hội Phụ nữ.
- Ông/Bà....., Chức vụ.....

- Đại diện những hộ bị ảnh hưởng ..... người, trong đó .....nữ, chiếm....(%) , Dân tộc thiểu số.....người, chiếm....%

II. Nội dung

2.1 Các nội dung phổ biến:

- Cung cấp các thông tin về dự án như địa điểm, quy mô, các thông số kỹ thuật cơ bản ....

- Chính sách an toàn của dự án bao gồm: Chính sách về giới và sự tham gia của cộng đồng; Kế hoạch hành động giới; Chính sách môi trường, Chính sách Tái định cư và kế hoạch phát triển người dân tộc thiểu số.

2.2 Tham vấn cộng đồng:

- Tham vấn các vấn đề giám sát và tham gia của cộng đồng trong các giai đoạn chuẩn bị, thực hiện, vận hành tiểu dự án, các vấn đề về giới và lồng ghép giới, nhóm dễ tổn thương, hộ bị ảnh hưởng nặng...

- Tham vấn các vấn đề về môi trường, tác động môi trường tiềm năng của dự án bao gồm tác động lên môi trường tự nhiên và xã hội của khu vực dự án và những biện pháp giảm thiểu các tác động tiêu cực;

1

- Tham vấn các vấn đề về tái định cư, các tác động dự kiến, quyền lợi của người bị ảnh hưởng, các biện pháp giảm thiểu tối đa nhằm có ít tác động nhất đến người bị ảnh hưởng.

- Tham vấn nhu cầu đào tạo của các hộ bị ảnh hưởng.

III. Ý kiến thảo luận

III.1.Các vấn đề về giới, tham gia cộng đồng

Cộng đồng người BAH và người kinh rất vui và mong muốn được tham gia giám sát cộng đồng trong quá trình thực hiện dự án

Hội phụ nữ và các tổ chức đoàn thể mong muốn dự án sớm triển khai để phục vụ nhu cầu đi lại của người dân

Chính quyền xã cần đảm bảo tỉ lệ phụ nữ tham gia nhóm giám sát cộng đồng. Và trong quá trình thi công dự án, nhà thầu ưu tiên tuyển dụng lao động địa phương, đặc biệt là phụ nữ

III. 2. Các vấn đề về môi trường

Nhà thầu cần đảm bảo hạn chế thấp nhất những tác động tiêu cực từ dự án như tiếng ồn, khói bụi, chất thải

Đảm bảo an ninh trật tự trong quá trình thi công, công nhân từ địa phương khác đến thì cần công tình

Các hộ BAH yêu cầu, khi hoàn thành công trình, các đơn vị thi công cần hoàn trả mặt bằng đã thuê hoặc mượn làm của người dân.

III.3. Các vấn đề về tái định cư và dân tộc thiểu số

Qua tham vấn và tìm hiểu của tổ tư vấn thiết kế, tác động từ quá trình thu hồi đất, ảnh hưởng cây cối của các hộ dân là không lớn. Do đó người dân có đồng tình, ủng hộ dự án.

Trong quá trình thi công, nếu gây ảnh hưởng tạm thời đến đất hoặc cây cối của người dân, nhà thầu phải có trách nhiệm bồi thường đầy đủ.

Các tổ dân cư liên quan cần phối hợp với người dân để đưa ra thời điểm thi công hợp lý nhất.

IV. Kết luận

Các bên thống nhất và mong muốn dự án triển khai trong thời gian sớm nhất.

Cán bộ địa phương và người dân mong muốn được tham gia nhiều hơn vào quá trình thực hiện dự án.

Cuộc họp các bên thống nhất và kết thúc vào lúc .....ngày 15 tháng 04 năm 2014

Đại diện cộng đồng

Trương Đình Thanh

Đại diện UBND xã

CHỦ TỊCH
CHỦ TỊCH

Phan Sâm

Đại diện Ban QLDA tỉnh

Đại diện tư vấn

Đoàn Văn Định

CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM

Độc lập – Tự do – Hạnh phúc

Nhơn Thọ, ngày 15 tháng 04 năm 2014

DỰ ÁN PHÁT TRIỂN NÔNG THÔN TỔNG HỢP CÁC TỈNH MIỀN TRUNG – KHOẢN VAY BỔ SUNG

DANH SÁCH ĐẠI BIỂU THAM DỰ CUỘC HỌP

(Tham vấn cộng đồng về chính sách an toàn: Môi trường, Tái định cư, Giới và Dân tộc thiểu số

Tên tiểu dự án: Đường Nhơn Thọ - Nhơn Khánh, Hồ Núi Một

Xã Nhơn Thọ, huyện TX An Nhơn, tỉnh Bình Định

STT	Họ và tên	Giới tính	Địa chỉ	Ký tên	Ghi chú
1	Phan Sếu	Nam	Nhơn Thọ		
2	Đặng Quang Dũng	Nam	"		
3	Phan Hữu Phước	Nam	"		
4	Ng° Tấn Hảo	Nam	"		
5	Ng° Văn Sản	"	"		
6	Tạ Thanh Hoa	"	"		
7	Trương Đình Thanh	"	"		
8	Nguyễn Văn Dũng	Nam			
9	Phan Phúc Quảng	Nam	Nhơn Thọ		

STT	Họ và tên	Giới tính	Địa chỉ	Ký tên	Ghi chú
1	Nguyễn Thị Loan	Nữ	Nhơn Thọ		
2	Hoàng Thị Loan	"	"		
3	Ng Thị Lê	"	"		
4	Lê Thị Xuân Lài	"	"		
5	Thái Thị Thanh	Nữ	"		
6	Trần Thị Liễu	Nữ	Nhơn Thọ		
7	Lưu Thị Cô	Nữ			
8	Trần Thị Thanh	Thủy Nữ			

STT	Họ và tên	Giới tính	Địa chỉ	Ký tên	Ghi chú

Đại diện cộng đồng

Trương Đình Thanh

Đại diện UBND xã

KT. CHỦ TỊCH
PHÓ CHỦ TỊCH

Phan Sâm

Đại diện Ban QLDA tỉnh

Đại diện tư vấn

Đoàn Văn Dũng.

Meeting minutes at public consultation and lists of attendance in the public consultation meeting at Nhon Loc commune

CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM

Độc lập – Tự do – Hạnh phúc

An Nhơn, ngày 15 tháng 4 năm 2014

DỰ ÁN PHÁT TRIỂN NÔNG THÔN TỔNG HỢP CÁC TỈNH MIỀN TRUNG (Loan 2357-VIE)

BIÊN BẢN LÀM VIỆC

Hôm nay, ngày 15 tháng 4 năm 2014, tại Xã Nhơn Lộc chúng tôi gồm:

I. Đại diện nhóm tư vấn của dự án Phát triển nông thôn tổng hợp miền Trung:

- Ông/Bà: Vũ Hoàng Lân Chức vụ: Tư vấn môi trường
- Ông/Bà: Hoàng Hồng Hạnh Chức vụ: Tư vấn CRID
- Ông/Bà: Đặng Đức Chiến Chức vụ: Tư vấn TĐC

II. Đại diện Ban QLDA tỉnh

- Ông/Bà: Phạm Công Danh, Chức vụ: Cán bộ Kỹ thuật
- Ông/Bà: Bùi Văn Tuấn, Chức vụ: Tư vấn thiết kế
- Ông/Bà:..... Chức vụ:.....

III. Đại diện địa phương

- Ông/Bà:....., Chức vụ:.....
- Ông/Bà: Nguyễn Thái Hưng, Chức vụ: hộ BAH
- Ông/Bà: Nguyễn Thị Vinh Hằng Chức vụ: hộ BAH

Nội dung làm việc:

1) Tư vấn thiết kế phổ biến về TDA thực hiện tại xã Nhơn Lộc

2) Tư vấn Chính sách an toàn bao gồm:

- Tư vấn về môi trường
- Tư vấn về CRID
- Tư vấn về TĐC
- Tư vấn về đào tạo

Các tư vấn đã trình bày Chính sách an toàn của Dự án

3) Ghi nhận các ý kiến của lãnh đạo địa phương và các hộ BAH đối với việc thực hiện dự án tại xã Nhơn Lộc

Sau khi đọc lại biên bản, những người có mặt đồng ý về nội dung biên bản, không có ý kiến gì khác.

Đại diện Ban QLDA tỉnh

Đại diện UBND xã

CHỦ TỊCH

Cao Văn Nghĩa

Đại diện tư vấn

Dương Đức Chiến

CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM

Độc lập – Tự do – Hạnh phúc

Nhơn Lộc..., ngày 15 tháng 4 năm 2014

DỰ ÁN PHÁT TRIỂN NÔNG THÔN TỔNG HỢP

CÁC TỈNH MIỀN TRUNG - KHOẢN VAY BỔ SUNG

BIÊN BẢN HỌP THAM VẤN CỘNG ĐỒNG

Về các chính sách an toàn: Môi trường, Tái định cư, Giới và Dân tộc thiểu số

Tên tiểu dự án: Kiên cố kênh hồ Núi Một + Công trình phục vụ nông thôn mới: Nhơn Thọ - Nhơn Khánh

Xã Nhơn Lộc, huyện An Nhơn, tỉnh Bình Định.

I. Thành phần tham dự:

- Ông/Bà Vũ Hoàng Lâm, Chức vụ Tư vấn môi trường
- Ông/Bà Hoàng Hồng Hạnh, Chức vụ Tư vấn xã hội
- Ông/Bà Phạm Công Danh, Chức vụ Cán bộ Kỹ thuật PPMU
- Ông/Bà Bùi Văn Tuấn, Chức vụ Tư vấn thiết kế
- Ông/Bà ....., Chức vụ .....
- Ông/Bà Nguyễn Thị Vinh Hằng, Chức vụ Hộ 13A.H
- Ông/Bà Nguyễn Ái Bằng, Chức vụ Hộ 13A.H

- Đại diện những hộ bị ảnh hưởng ..... người, trong đó .....nữ, chiếm....(%) , Dân tộc thiểu số.....người, chiếm....%

II. Nội dung

2.1 Các nội dung phổ biến:

- Cung cấp các thông tin về dự án như địa điểm, quy mô, các thông số kỹ thuật cơ bản ....

- Chính sách an toàn của dự án bao gồm: Chính sách về giới và sự tham gia của cộng đồng; Kế hoạch hành động giới; Chính sách môi trường, Chính sách Tái đinh cư và kế hoạch phát triển người dân tộc thiểu số.

2.2 Tham vấn cộng đồng:

- Tham vấn các vấn đề giám sát và tham gia của cộng đồng trong các giai đoạn chuẩn bị, thực hiện, vận hành tiểu dự án, các vấn đề về giới và lồng ghép giới, nhóm dễ tổn thương, hộ bị ảnh hưởng nặng...

- Tham vấn các vấn đề về môi trường, tác động môi trường tiềm năng của dự án bao gồm tác động lên môi trường tự nhiên và xã hội của khu vực dự án và những biện pháp giảm thiểu các tác động tiêu cực;

1

- Tham vấn các vấn đề về tái định cư, các tác động dự kiến, quyền lợi của người bị ảnh hưởng, các biện pháp giảm thiểu tối đa nhằm có ít tác động nhất đến người bị ảnh hưởng.

- Tham vấn nhu cầu đào tạo của các hộ bị ảnh hưởng.

III. Ý kiến thảo luận

III.1.Các vấn đề về giới, tham gia cộng đồng

1> Các hộ BAH đều mong muốn phải được tham vấn và phổ biến thông tin về Dự án một cách rộng rãi

2> Hội phụ nữ đồng ý nhất trí sẽ ủng hộ và vận động thành viên của hội tham gia vào Dự án

3> Ban giám sát cộng đồng đã được thành lập và cũng đã tham gia vào các công việc của địa phương. Nắm bắt các thông tin, chủ trương để thực hiện

4> Cần nâng cao, tập huấn thêm cho cộng đồng về giám sát cộng đồng

III. 2. Các vấn đề về môi trường

1> Trong quá trình thực hiện công trình, sẽ làm ảnh hưởng đến môi trường: bụi, tiếng ồn và nguy cơ tai nạn giao thông tăng. Tuy nhiên do Dự án sẽ mang lại lợi ích cho các hộ BAH nên đa phần đều đồng ý đối với việc thực hiện Dự án tại địa phương

2> Ban CPSCĐ sẽ lưu tâm vào việc giám sát môi trường trong quá trình thi công Dự án

2

III.3. Các vấn đề về tái định cư và dân tộc thiểu số

1) Trong quá trình thực hiện dự án, tài sản đất đai, cây cối, vật kiến trúc sẽ bị ảnh hưởng. do đó, các hộ BAH yêu cầu phải đền bù theo qui định cho các tài sản đó.

2) Trong quá trình thi công, những tài sản BAH tạm thời, phải được nhà Thầu thi công đền bù cho các hộ BAH.

3) Nên cố gắng thi công tránh vào mùa vụ để làm giảm thiểu Thiệt hại cho các hộ BAH.

4) Do Dự án sẽ mang lại lợi ích cho các hộ BAH, do đó các hộ đều nhất trí ủng hộ việc thực hiện Dự án tại địa phương.

5) Các hộ mong muốn được đào tạo, tìm đầu ra cho các Sản phẩm truyền thống của địa phương.

IV. Kết luận

1) Lãnh đạo địa phương và các hộ BAH, ủng hộ và nhất trí việc thực hiện Dự án tại địa phương.

2) Cần phải giảm thiểu thiệt hại cho các hộ BAH về tài sản, đất đai, cây cối hoa màu. Nếu BAH phải đền bù theo qui định của Nhà nước.

3) Những tác động đến môi trường là không đáng kể. Tuy nhiên, đề nghị các nhà thầu thi công giảm thiểu thiệt hại.

4) Mong muốn đào tạo và hỗ trợ đầu ra cho các Sản phẩm truyền thống của địa phương.

3

Cuộc họp các bên thống nhất và kết thúc vào lúc 16h30 ngày 15 tháng 4 năm 2014

Đại diện cộng đồng

Nguyễn Thị Vĩnh Hằng

Đại diện UBND xã

CHỦ TỊCH

Đào Văn Nghĩa

Đại diện Ban QLDA tỉnh

Đại diện tư vấn

Dương Đức Chiến

4

CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM

Độc lập – Tự do – Hạnh phúc

Nhơn Lộc.., ngày 15 tháng 9 năm 2014

DỰ ÁN PHÁT TRIỂN NÔNG THÔN TỔNG HỢP CÁC TỈNH MIỀN TRUNG –

KHOẢN VAY BỔ SUNG

DANH SÁCH ĐẠI BIỂU THAM DỰ CUỘC HỌP

(Tham vấn cộng đồng về chính sách an toàn: Môi trường, Tái định cư, Giới và Dân tộc thiểu số

Tên tiểu dự án: Kiên cố kênh hồ Núi Một + Nâng cấp đường giao thông Nhơn Thọ Nhơn Khánh

Xã Nhơn Lộc, huyện An Nhơn, tỉnh Bình Định

STT	Họ và tên	Giới tính	Địa chỉ	Ký tên	Ghi chú
1	Hà Thị Kim Sao	Nữ	Trường Cửu	Sao	
2	Phạm Thị Lệ Hằng	"	An Thành	Hằng	
3	Nguyễn thị Tuyết Sương	"	Trường Cửu	Sương	
4	Nguyễn Thị Bích Lệ	"	Trường Cửu	Lệ	
5	Nguyễn Thị Minh Thư	"	An thành	Thư	
6	Nguyễn Thị Vinh Hằng	"	An thành		
7	Ng Thị Bé		Trường Cửu		
8	Nguyễn Thanh Nga	"	An Thành		
9	Lê Anh Xuân	"	An Thành		
10	Nguyễn Ái Bằng	"	An thành		
11	Nguyễn Thái Thuỷ	"	An thành		

STT	Họ và tên	Giới tính	Địa chỉ	Ký tên	Ghi chú
1	Hà Việt Lê	N	Thôn Trường cửu		
2	Lê Văn Thuộc	N	"		
3	Ng Văn Bay	N	Thôn "		
4	Thái văn Tâm	N	"		
5	Mai Văn Hiếu	Nam	An Thành		
6	Huỳnh Hồng Hón	"	"		
7	Phan Văn Chín	"	"		
8	Bùi Văn Tạo	"	Thôn Trường Cửu		
9	Nguyễn Thanh Hải	"	"		
10	Phan Văn Hùng	"	"		
11	Trần Quốc Hùng	"	Thôn An Thành		
13	Cao Quốc Thanh	"	trường cửu		

STT	Họ và tên	Giới tính	Địa chỉ	Ký tên	Ghi chú

Đại diện cộng đồng

Nguyễn Thị Vinh Hằng

Đại diện UBND xã

CHỦ TỊCH

Đào Văn Nghĩa

Đại diện Ban QLDA tỉnh

Đại diện tư vấn

Dương Đức Chiêu

Annex 4: Data Source

1. PPMU of Binh Dinh province, Subproject Investment Report (SIR) of Upgrading Nhon Tho - Nhon Khanh Road, June 2014.
2. PPMU of Binh Dinh province, Basic Design Explanation of Upgrading Nhon Tho - Nhon Khanh Road Subproject, June 2014.
3. Department of Natural Resource and Environment of Binh Dinh province, Report on Environmental Status of Binh Dinh province, 2013.
4. Nhon Tho Commune People's Committee, Annual Report on Social Economy, December 2013.
5. Nhon Loc Commune People's Committee, Annual Report on Social Economy, December 2013.